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Paymaster J. A. ...
uring the action.

His clerk, Mr. D. B. Sargent, performed his duty on deck, in the third division. The or-

dearly sergeant, T. C. Young, and the master-
 sergeant, Jacob R. Watson, deserve special
 mention for administrative assistance in their
 duty. I will hand to you the names of those
 men especially mentioned by the division offi-
 cer as soon as I receive them.

With my warmest congratulations to you
 on the success of your plan of battle, and com-
 pliment you on the skill and judgment dis-
 played in its execution.

Yours, all very respectfully, your obedient
 servant,
 JAS. B. THORNTON,
 Lieut. Comdr. & Executive Officer.

TO JOHN A. WINFLOD, Captain Commanding
 U. S. Steamer Kearsarge.

Approved and forwarded
 JOHN A. WINFLOD, Captain.

U. S. STEAMER KEARSARGE,
 CHERRY-POUND, JUNE 21, 1904.

684: I respectfully report that the only in-
 jury sustained by the engine department during
 the attack on the German submarine was to the
 instant, was to the smoke-pipe, which was per-
 formed through both sections by a coming-
 rifle shell, which exploded as it was coming
 through the engine room, and the engine room
 and three feet in diameter, carrying away three of
 the chain guys and to the top of engine room

I would further report that all the assistant engineers, and the firemen and coal heavers behaved with perfect coolness, and were attentive to their duty through the entire action of the fire, by the self-possession and attention of Second Assistant Engineer William H. Bell, in the management of the engines; Third Assistant Engineer Sydney L. Smith, in the management of the water and steam boilers; Third Assistant Engineer Sydney L. Smith, on deck at the fire and hot water hose; and Third Assistant Engineer Henry McConnell, in the management of the engine, the efficiency of the engine department is to be attributed. I would also mention first-class fireman Joseph Dugan, for his coolness and competency in assisting the firemen in the management of the engines; Fireman J. J. O'Connell, for his coolness and competency in assisting the firemen in the management of the engines; Fireman Jerry Young, Wm. Smith, Benjamin H. Blaisdel, and Wm. H. Donnelly, in assisting Mr. Bell, in charge of the engines, and Fireman Frederick J. O'Connell, for his coolness and attention in charge of the fire hose during the alarm of fire in the section.

Very respectfully,
WILLIAM H. CUSHMAN,
Chief Engineer, U. S. N.
Capt. JNO. A. WINSLOW, U. S. N., commanding.
Forwarded. JNO. A. WINSLOW,
Captain.

U. S. STEAMER KANGAROO,
CHEROKEE CO., June 26, 1864.

* Sir: I respectfully submit to you a statement of injuries sustained by the U. S. Steamer Kangaroo, on June 26, 1864, during our engagement with the rebel steamer Alabama on the 19th instant, off this port.

At 10 o'clock, P. M., the Alabama fired a 24-pound shell into the gangway, gun chain and bruted plank; one shell under water gun, set chain and exploded, cutting outside plank; one shell under starboard main gun, exploded, cutting outside plank, going through the main gun, and exploded; one 32-pound shell exploded forward of forward post; one shell exploded inside, crushing waterways; one 100-pound shell exploded under the main gun post; one shell through top of the engine house; one 100-

port netting abreast main rigging; one shot
and two shells through port netting forward of
mainmast; one shell through mainmast stack
exploding inside stack; two shots through tail
rail; one shot through second forward of main
rigging, on starboard side.

In salis-Spanker badly torn by shell.
Rigging—Foremast back-stay cut
away; one shroud on main rigging cut away;
one screw in port main rigging; starboard
mainmast back-stay cut away; after shroud
starboard side of the mainmast rigging
starboard side of the mainmast rigging; one screw
in port main rigging; one plate in starboard
main channels.

Boats—Third cutter—one shot through bot-
tom, starboard gunwale shot away; rig badly
shattered. The use of good order.

Respectfully,
C. WALTON, Boatwain.

J. S. THORNTON, Lieutenant Commander and
Executive Officer.

Number of shots and shells struck the ship in various places, 20.

Forwarded:

JOHN A. WINKLOW, Captain.

UNITED STATES STEAMER KEARBORE,
CINCINNATI, June 20, 1918.

SIR: I respectfully submit the following report of the expenditure of ordnance stores on board this ship during the engagement with the Uebel steamer, June 19, 1918.

55 15-pounds service charges, 53 11-1/2 seconds shell, 60 6-pounds service charges, 18 32-pounds 5 seconds shell, 42 32-pounds solid shot, 48 2 1/2-pounds percussion rifle primers, 100 friction primers, 240 percussion primers.

Fuzed Ammunition for Boat Hoivster,—Nine shrapnel, Bormann fused; 1 caulet.

Duration of action, 65 minutes.

Number of rounds, 11-inch _____ 3
Do. do. 52 pounder _____ 5
Do. do. 30-pound rifle _____ 4
Do. do. 18-pound howitzer _____ 4

Total rounds. Very respectfully,
FRANKLIN A. GRAHAM,
Gunner United States Steamer Kearagee.
To JAS. THORNTON, Lieutenant Commandant
and Executive Officer.

EXTRACT FROM LOG BOOK.

Moderate breeze from the windward, weather
b. c. At 10 inspected crew at quarters. At
10.30 discovered the Alabama steaming out
from the port of Cherbourg, accompanied by
a tugboat, and a small schooner. The Alabama
rigged steamer, showing the white English en
sign and a yacht flag. Boat to general quarters
and cleared the ship for action. Steamers
at 11.15 were at close at 10.50, being dis
tant from the land about two leagues; Alab
ama course and approached the Alabama. At
10.57 the Alabama commenced the action with
her star-board broadside at 1,000 yards range.
At 11.15 returned to fire, and caused fatal
action, which we continued until meridian

when, observing signs of distress in the enemy, together with a cessation of her fire, our ship was withheld. At 13:10 a boat with another officer and crew came alongside and requested that we render his vessel, with the information that the ship was rapidly sinking, and a request for assistance. Sent the launch and second cutter alongside the enemy boat, which was sinking, and the other boats being disabled by the fire of the enemy.

At 13:15 an English yacht, before mentioned, coming within hail, was requested by the Captain to render assistance in saving the lives of the officers and crews of the surrendered vessel.

At 13:24 the Alabama went down in *four minutes* of water, the ship being so badly damaged that she was unable to remain afloat. The survivors were in the water. Seventy persons were rescued by the boats. Two pilot boats and the launch also assisted. One pilot-boat came alongside of us, and the other returned to the

port. The English water-
men the northward without reporting the
number of our prisoners he had picked up.
Hoisted up our boats and three of the ene-
my's cutters. Repaired the rigging temporarily
and sent a French pilot and steamed away for
Copenhagen.

At 3.10 let go the port anchor in seven fath-
oms of water, and veered to thirty fathoms
depth.

Forwarded. JOHN A. WISBLOW,
Captain.

Foxes tell of a wonderful child in West
Tahiti that talked distinct and audible at an
early birth. There are numbers who have seen it
shine, and insist upon the truthfulness of the
report.

Mr. Kinglake's amendment would be carried by about 80 majority.